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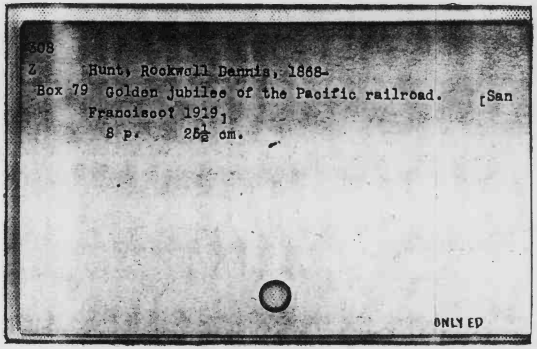

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Golden Jubilee of the Pacific Railroad

By Rockwell D. Hunt, Ph. D.

WHEN my mother crossed the plains to California in the early '50's, the trip from Joliet to Sacramento occupied more than four months of time. My father had made the trip to California a few years earlier by the way of the Isthmus of Panama: Time, from New York to San Francisco, almost exactly three months.

In the days of '49 — and for some years thereafter — California was extremely remote from the East, or even the Middle West. Gold diggers spoke of "going back to America."

California was far more remote, in fact, from the Mississippi than was China, measured in terms of time, expense, or comfort in travel. The open ocean voyage from Shanghai or Canton to San Francisco—easy, inexpensive and fairly comfortable — was in striking contrast to the long, hard, tedious caravan journey from the Missouri across the forbidding barrier of mountain and desert, into the new Eldorado. California had suddenly become intensely American, and her admission into the Union, September 9, 1850, was an event of the utmost political significance to the entire nation. But sheer geographical remoteness had much to do with the recurring movements looking toward complete political independence of California, all the way from the "Bear Flag Republic," in 1846, to the projected "Pacific Republic," at the time of the Civil War.

Likewise from the military standpoint California's remoteness was a natural source of solicitude during all those years. It is quite possible that the territory might have been acquired without local friction if Commodore Sloat and Captain Fremont could have kept in close touch with the administration at Washington.

But California was even more remote socially and economically. She seemed removed by an almost infinite space, and to conservative Easterners assumed a character of wild unreality when they heard stories of the latest "strike" at the diggings, read of the fabulous prices that obtained, and were shocked at the unheard-of social excesses within the Golden Gate.

The answer was, better transportation for men and goods to California; better transportation unquestionably meant the steam railroad. But a transcontinental railroad is not built in a day. In fact, men ridiculed the very idea of building a railroad across the Sierra Nevada. It is a crazy notion, they declared. It may be said that railroads grow, but they do not come to pass of themselves. The Pacific Railroad certainly did not "just happen."

Meanwhile the great rush was on — the Argonauts must get to California some way. The barriers which had been interposed by nature—stern and forbidding as they were—must be conquered by man in his irresistible march westward. They have been conquered, and the conquest is one of the wonders of the modern world.

Early Routes to California.

For the men of '49 three main routes had been fairly well defined and made available. "Around the Horn" —that is, the all-ocean voyage from New York or Boston to San Francisco *via* Cape Horn—was the route commonly selected by New Englanders and men from the Middle States along the Atlantic. Southerners and some emigrants from further north usually went to California "by way of the Isthmus," that is, by vessel to Panama or Nicaragua, thence by river and land to the Pacific, and onward by vessel to the Golden Gate. The Isthmus was an unknown wilderness almost completely covered with an impenetrable jungle. Travel up the Chagres river was by means of canoes, or *bungos*, to Gorona, thence by mule train to Panama. The trip to San Francisco was devoid of all comfort; food and water were vile, sleeping accommodations wretched.

"Across the Plains" means the trip overland—this was the way chosen by the hardy Western pioneers. Of the overland routes three are deserving of special mention; the Oregon Trail, the Emigrant, or Union Pacific Trail, and

the Santa Fe Trail. Each was marked by the bleaching bones of men and beasts that succumbed to the perils and privations of the long journey. The first of these led from Salt Lake City to the northwest into the great Oregon territory where important settlements had been made in Willamette Valley.

The Santa Fe Trail dates its beginnings back to the expedition of Captain Becknell overland from Frankfort, Missouri, to Santa Fe, in 1821. The extension into California was established by William Wolfskill in 1830. "The route was northwest to Green river, thence over the Wasatach mountains to Sevier river, and down the Virgin river, entering the coast region *via* the Tehachapi and Cajon passes."

Our chief interest is with the central Emigrant Trail, for this pointed the way for the Pacific Railroad. From the Missouri river the trail crossed the State of Kansas to a point on the Platte river, which it followed to South Pass, thence past Fort Bridger in southwestern Wyoming and through Echo Canyon and the Wasatch mountains to Salt Lake City. "West of Salt Lake City the trail skirted the northern shore of the Great Salt Lake, and after passing a low mountain divide in which is now Northwestern Utah, reached the headwaters of the Humboldt river. Thence the path ran along by this river down to the place where it disappeared in a vast sandy desert known as the sink of the Carson." By means of a pass at the head of the Carson river, the Sierra Nevada were crossed, Placerville (known as "Hangtown" in mining days) was quickly reached, and the long journey ended at Sacramento, the capital city of California.

James Marshall's discovery of gold at Colma on the 24th of January, 1848, proved to be an event of transcendant importance. The tide of immigration surging into California set up instant and imperious demand for more rapid transportation and means of communication. Those virile men of '48 and '49 could not long abide the slow and tedious routes; and the national Government could ill afford the ignorance and uncertainties concerning the rich new possessions occasioned by such vexatious delays. If only there were a fully equipped railroad to the Pacific!

Forerunners of the Railroad.

One of the first examples of the more rapid transportation was the dispatching of a private courier from San Francisco on the 1st of April, 1848, to carry letters to the States and to circulate copies of the *California Star*, boosting local prospects.

By 1851 a monthly mail was established between Sacramento and Salt Lake City, a distance of 750 miles, the mail, we are informed, being carried on the backs of mules. Two years later special messengers crossed the Sierra Nevada on foot, using Canadian snow shoes, it is said.

In the meantime great caravans of "prairie schooners" were constantly creeping westward to the land of gold, along the now well-beaten trails; while all manner of craft, on all seas, vied with each other in the delivery of their human cargoes at the port of San Francisco. By the end of 1850 the population of California probably exceeded 115,000.

The Stage Coach.

Sacramento became the center for numerous stage companies, one of the most important operating in the early '50's from Placerville to Salt Lake City, and there connecting with the overland mail to St. Joseph, Missouri. Letters from the East were thus delivered a week earlier than could be effected by ocean transit.

In 1854 Ben Holiday carried both mail and passengers in a covered wagon, with four-mule team. A little later David E. Barry entered upon his career as a stage driver, a career quite without parallel. Half a million miles on the box of a stage coach—that is the record of "Dave" Barry! For forty-three years he gave every day of his life to that vocation, seated on the outside of his stage coach and driving from twelve to fifty miles every day. Ben Holliday, Hank Monk, "Old Brady," and many other drivers of the old days deserve to live in rime and story, but none can approach the record of "Dave" Barry.

In 1857 Ben Holliday was awarded

a ten-year contract to carry the mail between the frontier states and the Pacific Coast. The Government paid him $150,000 a year; the income from his stages is reported to have been as high as $1,500 a day. A popular song humorously reflects the thrifty business of the early California Stage Company:

"The drivers, when they feel inclined,
Will have you walking on behind,
And on your shoulders lug a pole,
To help them through some muddy hole.

They promise, when your fare you pay,
'You'll have to walk but half the way;'
Then add, aside, with cunning laugh,
'You'll push and pull the other half!'"

The golden era of the stage business was from 1858 to 1866. It was at this latter date that Wells, Fargo and Co. bought out Holliday—and there begins an interesting new chapter in the overland express business.

The Pony Express.

The story of the Pacific Railroad cannot be satisfactorily rehearsed without some reference to its true forerunner, the Pony Express, "the first rapid transit and the first fast mail line across the continent from the Missouri river to the Pacific Coast."

This method of carrying messages across plain and desert and mountain so swiftly as to bring the Atlantic and the Pacific ten days nearer to each other gave demonstration that a transcontinental railroad was really feasible. First conceived by B. F. Ficklin, the idea took concrete form by virtue of the active co-operation of F. A. Bee and W. H. Russell, and the organization of a corporation styled "Central Overland California and Pike's Peak Express Company," was accomplished in 1860.

The first courier of the Pony Express from the East started from the Missouri river April 3, 1860, and the next day the first courier from the West left Sacramento with letters sent by steamboat from San Francisco. The first trip westward—a run of 1966 miles—was made in nine days and twenty-three hours. Later the distance was sometimes covered in eight days! but the record time is claimed for the special delivery in 1861 of Lincoln's first inaugural at Sacramento in the short time of seven days and seventeen hours.

Richardson's description is classic; "The posts were twenty-five miles apart, and the steeds small, fleet, hardy Indian horses. The rider kept his pony on the full run, and when he reached a new station—whatever the hour of the day or night—another messenger, ready mounted and waiting, took the little mail sack, struck spurs into his steed, and was off like the wind."

Full equipment comprised 190 stations, 420 horses, 400 stationmen and 80 riders. The riders, the "pick of the frontier," were carefully selected and were paid salaries ranging from $50 to $150 per month.

Among all the riders "Buffalo Bill" (William F. Cody) became most widely known. This far-famed frontiersman had a very dangerous route between Red Buttes and Three Crossings on the Sweetwater river. Jim More will not soon be forgotten for his continuous ride of 140 miles from Midway Station to old Julesburg, where, after a delay of only ten minutes he resumed the saddle for his eastward trip, taking the place of his successor, who had been killed the day before. "Bill" Cates, who carried President Buchanan's last message to Congress in December, 1860, and President Lincoln's inaugural the following March, is said on one occasion to have been chased by a band of 200 Arapahoes and Kiowas on the run between Leavenworth City and Fort Riley. "Pony Bob" Haslam probably held the record for narrow escapes; he carried dispatches through hostile territory after the outbreak of the Pai-Ute war in Nevada. Other well-known riders included Alexander Carlyle, the first to ride out of St. Joe in April, 1860; Johnny Fry, a famous frontier character, "Mel" Baughn, Jay Kelley, and "Bill" James.

The Pony Express unfortunately proved financially unprofitable, even though as many as twenty-five one-dollar "Pony" stamps and an equal number of government stamps (amounting to $27.50 total postage), were often

found on a single envelope in the mail bag.

But the Pony Express proved of great importance to the commercial interests of the West; it rendered invaluable aid in holding California loyal to the Union cause, and it blazed the way for the first transcontinental railroad. "It marked the supreme triumph of American spirit," wrote Glenn Bradley, "of God-fearing, man-defying American pluck and determination — qualities which have always characterized the winning of the West."

Birth of the Idea

The origin of the idea of a railroad to the Pacific Coast is surrounded with obscurity: The idea itself must be regarded as an evolution.

Whatever claim Senator Thomas H. Benton may have to being a pathfinder for Pacific railways rests upon certain essays which he wrote at St. Louis at the early date of 1819. In the "American Railway Journal" for 1836, there is an item concerning "An Atlantic and Pacific Railroad"—an item of special interest as being one of the earliest definite expressions of the Pacific railway idea. It would seem, however, that as early as 1834, Doctor Samuel Bancroft of Granville, Massachusetts, had written certain newspaper articles, advocating a Pacific railway and proposing that the Government undertake the work of construction.

In a memorial to Congress, presented in 1849, Doctor Hartwell Carver claims to have been the first to conceive the plan for a railway to the Pacific. He states that as early as 1837 he had spoken and written on the subject, presenting several sworn statements in support of his claim.

In 1845 Asa Whitney uttered this bold prophecy regarding railway building: "You will see that it will change the whole world, allow us to traverse the globe in thirty days, civilize and Christianize mankind, and place us in the center of the world, compelling Europe on one side and Asia and Africa on the other, to pass through us." The editor of the "American Railway Journal" said, March 6, 1845: "We meet this magnificent project in almost all our exchange papers." Similar expressions from other sources, made previous to 1850, are not uncommon.

In a memorial to Congress in 1845 Mr. Whitney presented a scheme for a railway from Lake Michigan to the mouth of the Columbia. In the following year George Wilkes presented a memorial seeking measures for the construction of a national railway from the Missouri River to the Pacific. Thus Wilkes was the first man to propose definitely to Congress and to advocate the building of a Government railway to the Pacific. Senator Benton passionately pleaded that the great line "be adorned with its crowning honor, the colossal statue of the great Columbus, whose design it accomplishes, hewn from the granite mass of a peak of the Rocky Mountains, overlooking the road, the mountain, itself, the pedestal, and the statue a part of the mountain, pointing with outstretched arm to the western horizon, and saying to the flying passenger, 'There is the East! There is India!'"

Senator Rusk of Texas in a letter to the Philadelphia Railroad Convention, in 1850, referred to the Pacific Railway as the "Colossus of Rhodes;" and another dignified Senator, with less originality, afterwards referred to it in the course of debate as the "Colossus of Rail-Rhodes."

In the spring of 1850, according to D. K. Minor, writing in the *Alta California*, the average expense of getting to California was $400 in money and 120 days of time—or, "making for 50,000 persons in a year an expenditure of time equal to 600,000 days, or 164 years! and of *twenty millions* of money." By railroad, he pointed out, the trip might be made in 20 days, for $150, "or a total saving of 500,000 days for labor and $12,500,000 of capital to work with here." This was made the basis of an appeal of people in California to Eastern friends to favor Congressional action.

By the mid-century year 1850 the idea of a railway to the Pacific had become somewhat generally accepted in the inner circles, though it was still looked upon by many persons in California as a wild dream. Doctor Haney says: "It was clear that the construction of a railway to some point on the

Pacific Coast was generally accepted as a work of the near future by the close of the first half of the nineteenth century. . . . In the debates over the various plans the question had come to be not, is a railway to the Pacific feasible, but, what means for constructing such a railway shall be adopted and what route pursued."

With these interminable debates in Congress we are not now greatly concerned. It is not at all difficult, in the light of subsequent development, to understand that members of Congress had had no experience adequate to the demands of the colossal problem of constructing a trans-continental railroad, and that it was quite inevitable that they should mingle passion and interest with reason in those days of ominous strife.

Should the project be under extensive government control, or should a hands-off policy be pursued? Or, should the road be built and operated by the Government outright? What was the correct policy with reference to financial encouragement and direct subsidies to insure the consummation of the enterprise? What land grants were advisable? Long did Congress wrestle with these many-sided problems; and little does it avail in our day to have nothing but unmitigated condemnation for the way they were settled.

Meanwhile, California was not to remain wholly without railway facilities. Her first railroad to be put into actual operation was known as the Sacramento Valley Railroad, a short line between Sacramento and the town of Folsom. This road was opened auspiciously on Washington's Birthday, 1856, thus marking the dawn of a new industrial era for the Golden State.

Electric Telegraph in California.

Even before California's first railroad the telegraph was introduced. As early as 1853 messages were flashed between Marysville and San Francisco. During that year, also, wires were strung on trees, enabling enterprising men to telegraph from one mining camp to another. In the *Alta California* for September 23, 1853, we read of the opening of the first telegraph system for regular business in California. The opening ceremonies were performed at the Marine telegraph station at Point Lobos, eight miles from San Francisco.

"A magnificent dinner was given by Messrs. Sweeny and Baugh, the proprietors of the line, to which about 300 of our citizens sat down. After dinner a meeting was organized at which T. H. Selby, Esq., was called to the chair. . . . The English, French and Danish consuls were present. . . . Many toasts, etc. During the festivities many messages were sent into town and answered. The party separated about six o'clock, in good spirits, and very much gratified with the opening ceremonies."

The inter-oceanic telegraph line was completed in 1861 and the first message flashed across the continent October 24 of that year. This was signed by Horace W. Carpenter, President of the Overland Telegraph Company, who addressed to President Lincoln these significant words: "I announce to you that the telegraph to California has this day been completed. May it be a bond of perpetuity between the states of the Atlantic and those of the Pacific."

Railway Route to California.

What route should be followed for the Pacific Railroad? This was one of the most puzzling of all the difficult problems. A southern route was warmly advocated as early as 1852 by southern interests — but the proposal came to nothing. Senator Gwin attempted to satisfy conflicting sectional interests in a bill proposing a main line from Fulton, Arkansas, to San Francisco, with branches to Dubuque, St. Louis, Memphis, New Orleans, and Matagorda, and an Oregon branch northward from California.

After much fruitless debate, an appropriation of $150,000 was voted in 1853 to make explorations and surveys for determining "the most practicable and economical route between the Mississippi and the Pacific."

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gress, by the memorable act of July 1, 1862, to make large grants in favor of the Pacific Railroad which, however, proved to be an insufficient inducement to the capitalists until they had been doubled by the amendments of 1864. The Civil War likewise put an end to the prospect for a southern route.

In the meantime the Central Pacific Railroad Company had been organized on June 28, 1861, with Leland Stanford, chosen as president; Collis P. Huntington, vice-president; Mark Hopkins, treasurer, and James Bailey, secretary. It remained for the enthusiasm and courage of chief engineer Theodore D. Judah to plan and carry into effect the engineering ideas that should put to final route the jeers and ridicule heaped upon the "crazy notion" of building a railroad over those mountains!

Thus, for good or for ill, the construction of the first trans-continental railroad, while doubtless excessively aided by the Government, was left to be constructed by private initiative. In this great work Stanford, Huntington, Crocker and Hopkins will always be remembered as the "Big Four." Lincoln advocated the road both as a military necessity and as a means of holding the Pacific Coast in the Union. The name itself is explained from the belief that the Union Pacific would bind the Union together—the maintenance of the Union was the chief concern of the Nation.

The Eastern terminus of the Union Pacific Railroad was established by President Lincoln on the east side of the Missouri, that is at Council Bluffs, Iowa, although it is usually regarded as being at Omaha, Nebraska. From this terminus it was to build westward. The Central Pacific was to build eastward from Sacramento, California.

Actual building operations were begun at Sacramento in 1863. The natural obstacles that presented themselves were huge. The Central Pacific was compelled to have machinery and supplies sent to California *via* Cape Horn or Panama, at enormous expense of time and money. The Union Pacific must drag its heavy materials overland from the Iowa terminals, or depend on the river boats of the Missouri. The greater part of the route to be traversed was not only in a new and uninhabited region without foundries, machine shops, or other conveniences, but likewise through desert, or mountainous country, which presented almost inconceivable difficulties to engineer and workmen alike.

If the Sierra Nevada presented a barrier more serious than any known to previous railroad building, they at least bounteously supplied the Central Pacific with timber for ties, trestles and the long stretches of snow sheds, a resource that was sadly lacking to the Union Pacific, over the wide expanse of western prairie.

The first stretch of eleven miles of the Union Pacific was completed by September 25, 1865, and on October 5, of the following year, the total mileage was two hundred and forty-seven miles. The first construction work on the Central Pacific had antedated that on the Union Pacific by more than a year. By September, 1865, the road extended fifty-six miles eastward from Sacramento, that is, far up into the Sierras.

For labor the Central Pacific depended chiefly upon thousands of Chinese "coolies" imported for the purpose, while the Irish immigrants proved to be the main reliance of the Union Pacific. After Appomattox many discharged soldiers followed the impulse to go west, and naturally they engaged in railway construction. The last months of the construction period found as many as 25,000 workmen employed.

Everything proceeded with military precision. The description found in a newspaper of the day reflects something of the animation of the scene:

"The whole organization. . . . is, in fact, semi-military. The men who go ahead, locating the road, are the advance-guard. Following them is the second line, cutting through the gorges, grading the road, and building bridges. Then comes the main line of the army, placing the sleepers, laying the track, spiking down the rails, perfecting the alignment, ballasting, and dressing up and completing the road for immediate use. This army of workers has its base, to continue the figure, at Omaha, Chicago, and still farther eastward, from whose markets are collected the materials for constructing the road. Along the line of the completed road are construction-trains continually pushing forward to 'the front' with supplies. . . . The road is graded a hundred miles in advance. The ties are laid roughly in place, then adjusted, gauged, and levelled. Then the track is laid.

"Track-laying on the Union Pacific is a science. . . . On they came. A light car, drawn by a single horse, gallops up to the front with its load of rails. Two men seize the end of a rail and start forward, the rest of the gang taking hold by twos, until it is clear of the car. They come forward at a run. At the word of command the rail is dropped in its place, right side up with care, while the same process goes on at other side of the car. Less than thirty seconds to a rail for each gang, and so four rails go down to the minute! . . . The moment the car is empty it is tipped over on the side of the track to let the next loaded car pass it, and then it is tipped back again, and it is a sight to see it go flying back for another load, propelled by a horse at full gallop at the end of sixty or eighty feet of rope, ridden by a young Jehu, who drives furiously. Close behind the first gang come the gaugers, spikers, and bolters, and a lively time they make of it. It is a grand 'anvil chorus' that those sturdy sledges are playing across the plains. It is in triple time, three strokes to the spike. There are ten spikes to a rail, four hundred rails to a mile, eighteen hundred miles to San Francisco, twenty-one million times are those sledges to be swung, twenty-one million times to come down with their sharp punctuation, before the great work of modern America is complete!"

As the gap between East and West narrowed the spirit of rivalry between the "armies" of the Union Pacific and the Central Pacific grew in intensity. It was a friendly battle of the giants. The world's record in railroad building for one day was established April 29, 1869, when between daylight and dark the forces of the Central Pacific, under the brilliant leadership of Charles W. Crocker, laid 185 feet, more than ten miles of track.

The gap between East and West grew less and less, while the spirit of rivalry between the Union Pacific and the Central Pacific grew more and more intense. Under the amendatory act of 1864, every mile meant a prize of many thousand dollars for the "contending giants." From Omaha the stretch of 305 miles finished and operated by January 1, 1867, was augmented by 240 miles during that year and 425 miles during 1868. In 1867 the Central Pacific built 46 difficult miles, while 1868 saw 363 miles completed. The early months of the memorable year 1869, closed the gap forever — the Union Pacific added nearly 125 miles, while the Central Pacific covered 186 miles, and the final junction was effected at Promontory Point, Utah, 1086 miles from Omaha and 689 miles from Sacramento. By joint resolution Congress decreed that a Promontory Summit "the rails shall meet and connect, and form one continuous line."

The Last Tie and the Golden Spike.

A great day in our annals was the 10th of May, 1869. It was on that day, on a desolate spot in Northern Utah, that in the presence of several hundred witnesses the impressive ceremony was performed uniting with bands of steel in indissoluble union the East and the West of the United States of America.

Doctor Stillman, one of the Californians participating, has only recently given us through the medium of the *Overland Monthly* his personal observations on that occasion. His description closely resembles the earlier one of John P. Davis, which it will probably never supersede, and from which I now quote:

"The last spike remained to be driven. Telegraphic wires were so connected that each blow of the sledge could be reported instantly in most of the large cities from the Atlantic to the Pacific; corresponding blows were struck on the bell of the City Hall in San Francisco, and with

the last blow of the sledge a cannon was fired at Fort Point. General Safford presented a spike of gold, silver, and iron, as the offering of the Territory of Arizona; Tuttle, of Nevada, performed with a spike of silver, a like office for his State. The tie of California laurel was put in place, and Doctor Harkness, of California, presented the last spike of gold, in behalf of his State. A silver sledge had also been presented for the occasion. The driving of the spike by President Stanford and Vice-President Durant was greeted with lusty cheers, and the shouts of the six hundred persons present, to the accompaniment of the screams of the locomotive whistles are the blare of the military band, in the midst of the desert, found hearty and enthusiastic echoes in the great cities East and West.

"After the last spike had been driven, the Central Pacific train was backed up, and the Union Pacific locomotive, with its train, passed slowly over the point of junction and back again; then the Central Pacific, locomotive, with its train, went through the same ceremony.

"The 'driving of the last spike" was announced simultaneously by telegraph in all the large cities of the Union. . . . Wires in every direction were 'hot' with congratulatory telegrams. . . . Business was suspended and the longest procession that San Francisco ever had seen attested the enthusiasm of the people. At night the city was brilliant with illuminations. Free railway trains filled Sacramento with an unwonted crowd, and the din of cannon, steam-whistles, and bells followed the final message. At the Eastern terminus in Omaha, the firing of a hundred guns on Capitol Hill, more bells and steam-whistles, and a grand procession of fire companies, civic societies, fraternities, citizens and visiting delegations from surrounding places echoed the sentiments of the Californians. In Chicago a procession four miles in length, a lavish display of decorations in the city and on the vessels in the river, and an address by Vice-President Colfax in the evening, were the evidences of the city's feeling. In New York, by order of the mayor, a salute of a hundred guns announced the culmination of the great undertaking. In Trinity Church the *Te Deum* was chanted and prayers were offered, and when the services were over the chimes rang out *Old Hundred*, the *Ascension Carol*, and national airs. The ringing of bells at Independence Hall and the fire-stations in Philadelphia produced an unusual concourse of citizens to celebrate the national event. In the other large cities of the country the expressions of public gratification were hardly less hearty and demonstrative."

The telegraphic dispatch announcing the event consummated conveyed this historic message: "*The last rail is laid! The last spike driven! The Pacific Railroad is completed!*" In San Francisco the celebration began, prematurely, on the 8th of May and continued practically without interruption through the 10th. At Sacramento the bells and whistles of thirty assembled locomotives led the general chorus of all the bells and whistles of the city in "one prolonged demonstration of joy." The same jubilee spirit was manifested in Chicago, New York, and other cities, while the ringing of bells at Independence Hall lent an air of national celebration to the demonstration in Philadelphia.

And right good cause had the people to celebrate! For in the completion of the Pacific Railroad fifty years ago there was accomplished what some have pronounced the "mightiest work of utility ever undertaken by man."

And today we who face an era of world reconstruction, as our fathers faced national reconstruction a half-century ago, if we but possess the vision of our fathers, may enter, in our time, as they did in theirs, upon a destiny commensurate with theirs. Before our eyes the Lincoln Highway becomes a reality for a perpetual stream of travel and traffic by automobile, wonder-wagon of today; and tomorrow we shall find the very air charted and mapped for human flight through the upper currents where neither mountain nor desert shall interfere, and where scorching sun and pelting hail have lost their terror.

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